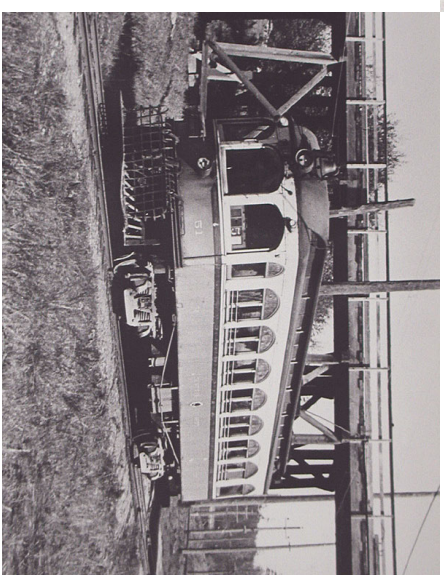
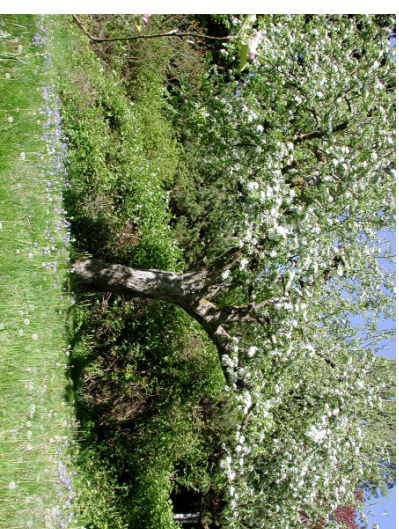
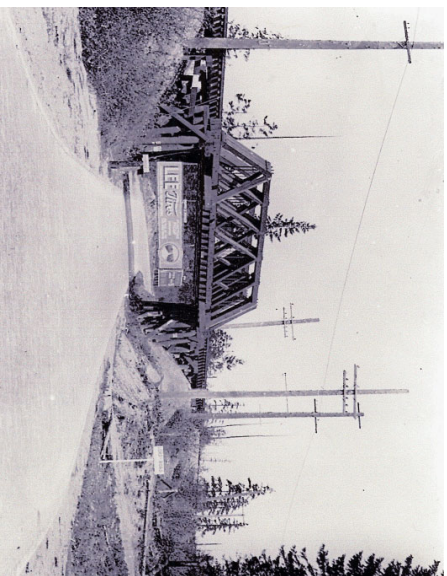


Public Art and Urban Design Opportunities



Shoreline Interurban Trail Bridges and Landscape

Vicki Scuri SiteWorks, with CH2M Hill, and Otak

Shoreline, Washington

May 2004
©Vicki Scuri SiteWorks

Executive Summary:

- Our project is best described as a threefold opportunity:
 - i) the Aurora Avenue Gateway Bridge
 - ii) the pedestrian trail link and symbolic “orchard” landscape
 - iii) the N 155th Street Bridge
- Urban and historic context are both considered in the choice of bridge types or themes, creating a connection between the past, present and future of Shoreline.
- Historic references include (but are not limited to) the Great Northern Railroad, the Interurban Trolley, the Mosquito Fleet, Shoreline agriculture, and Richmond Beach as a recreational cottage community and an industrial area.
- Bridges are developed with a railroad theme or a trolley theme, with contemporary considerations and abstractions.
- A family of bridges may be created with a hierarchy of form.
- The drainage conditions of the site are viewed as an opportunity to create a landscape amenity.
- The Interurban Trail Link, within the City Light Right-of-Way, could be set into a symbolic orchard recalling Shoreline’s historic orchards. This greening could provide relief from traffic and expanded opportunities for pedestrians and patrons of nearby retail. This area could include, seating, picnic tables and retail kiosks or carts.

Note: all historical photographs are courtesy of the Shoreline Historical Museum Collection.

Top, an aerial site plan of our project.
Our project is best described as a
threefold opportunity.



Contents

Shoreline City Entry and the Interurban Trail Bridges 1-2

The Interurban Trail and Shoreline Improvements 3

Historic Resources 4-5

Bridge Options 6-13

Ramp Considerations 14-17

Landscape Resources 20

The Orchard Options: A, B, & C 21-24

appendix

The Western Group i

Bruck Lighting ii

Selux Lighting iii

Scofield Concrete Patterning iv



Top left, the site at N 155th Street. This is the proposed site of one of the pedestrian bridge crossings. The Interurban Trail continues north through what is currently a remnant drainage field, bordered by retail, parking, and a bustling Aurora. This land is City Light right-of-way. It offers a major opportunity for transformation with the development of this project.

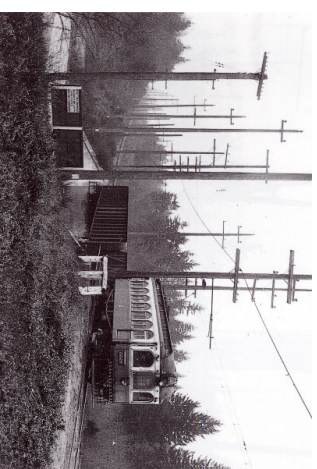


Top right, this is the City Entry to Shoreline. On the corner there is a sign marking the city's name. Largely hidden by traffic, this sign cannot visually compete with the busy street. The Aurora Interurban Trail Bridge Project offers another opportunity to announce one's arrival into Shoreline.



Below left, the City Light right-of-way is approximately 100' wide. This proposed pedestrian connection between the two bridges is an important component in the success of this project and it could become a significant "green link."

Below right, currently, this strip of land is best characterized as mowed drainage field. It could be transformed through the introduction of low berms, attractive drainage swales, trees, perennials, native plant materials, and a series of connecting paths, that invite the passerby to recreate within the green-scape and possibly to shop at nearby retail venues. Also, this could be a great place to stop and have lunch.



Top left, the remnant abutment of Pershing Bridge, named for General John J. Pershing, who was the commander of the American Expeditionary Forces in Europe during World War I.

Top right, the Interurban Trolley traveling south over Pershing Bridge at N 155th and Aurora Avenue. This is the site of our proposed crossing.

Below left, the Interurban line has always been marked by power poles and power lines. Today, high-mast power lines still mark this alignment. They are symbols of progress and technology. Still, they are a stark contrast to their surroundings. We propose to “embrace them” by assigning a color to the high-mast power poles within the scope of this project and this landscape. The suggested color is white, blue or green, the exact hue to be determined through a color study.

Below right, the new extension of the Interurban Trail references its railroad roots, through its railing and the rock retaining wall. Rock retaining systems were commonly employed to retain earth along railroad tracks. This strong band of rocks is noticeable and refreshing along the Aurora strip.





Top left, the new Interurban Trail entry at N 145th Street is quaint and reminiscent of the small cottage community that established at Richmond Beach. Nestled in a neighborhood, its scale and attitude is residential, almost reminiscent of a cottage garden.

Top right, these steps are attractive and functional, allowing one to walk through the landscape or sit and perch.



Below left, this computer generated simulation of the proposed corridor improvements along Aurora shows the greening and taming of Aurora, with the introduction of street trees, greened medians, stylish street lighting, and brick-colored pedestrian crosswalks. These improvements are a welcome improvement along this corridor, establishing a new look and new possibilities for the growth and maturation of this community.

Below right, Aurora Avenue, today is best characterized as a place "to stop and shop."





Top left, this adorable cottage is one of the few remaining original cottage dwellings at Richmond Beach, the birthplace of Shoreline. In its early days, Richmond Beach was a "country getaway" place, best characterized by inns and weekend or summer cottages.

Top right, one of the few remaining farm houses left in Shoreline. This farmhouse, once a part of the famed Queen City Poultry Ranch, was owned and operated by the by Fish family. Yes, the Fish raised chickens, and for some time their hens held the "egg laying world record."

Below left, a birdhouse, in Richmond Beach commemorates Shoreline's agricultural past, best known for its chicken farms, pig farms, fruit orchards, strawberry and berry fields. Bird-houses, recalling the farms and cottages of Shoreline's yesteryears could be an interesting "grace note" to add to our project's green space.

Below right, this small orchard, at the above farmhouse, is one of the few orchard fragments remaining in Shoreline. During its heyday, on Sundays, the Queen City Ranch was overrun by visitors. Most likely, the orchard's offered a place for repose and picnicking.





Top left, Richmond Beach pier was a busy place when steamers landed. Frequented by the Mosquito Fleet, this pier played an important role in the development of Shoreline.

Top right, this pedestrian crossing over the railroad tracks is reminiscent of Richmond Beach Pier, in its primal form and direct construction methods.

Below left, Point Wells provides a dramatic contrast to the now recreational area of Richmond Beach. In the early days, Point Wells provided employment and opportunity for local residents, even providing a residential track of six cottages for employees. Strategically located, between the Great Northern Railroad Tracks and deep water, Point Wells Distribution Center was first used as a marine fueling station. Later it was enlarged to handle a full range of Chevron products. In the early days, the Mosquito Fleet refueled at Point Wells.

Below right, this lovely waterfront park, was once a gravel operation. The dual nature of Shoreline as a recreational community and the land of industrial opportunities has a long history of intertwined developments.





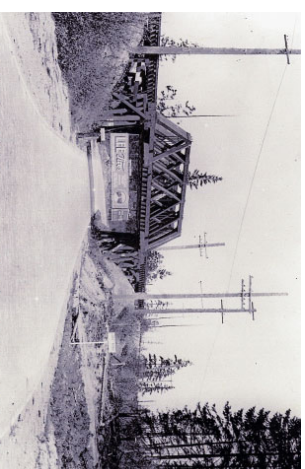
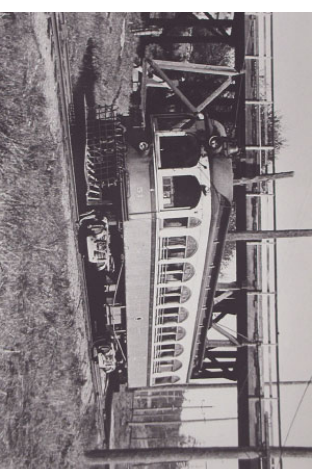
Top left, the engineer's rendering of our project site, features a box girder bridge with a truss structure, recalling the character of many railroad bridges.

Top right, this historical image illustrates a truss bridge over Trunk Highway at N 155th Street, our project site.

Below left, the engineer's rendering of a proposed arch bridge over Aurora Avenue.

Below right, a typical Interurban Trolley. These electric trolleys have a great deal of charm and personality. These big green cars often had names and/or numbers. They were a very popular form of transportation, providing the means to move farm produce, lumber, goods, and people from Seattle to Everett and beyond.

The Interurban Line, initiated in 1902 by Fred E. Sander, was running from Ballard to Richmond Highlands, by 1906. Car #55 was the last one running in 1939, when the Interurban System ended. Car #55 may be viewed at the Snoqualmie Valley Railroad Historical Museum.



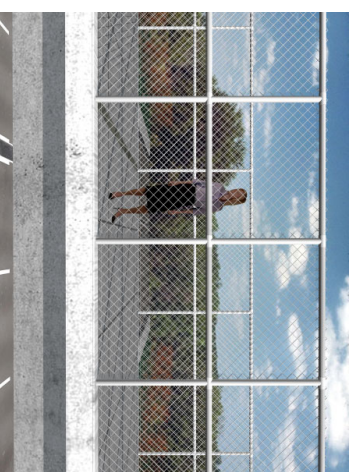
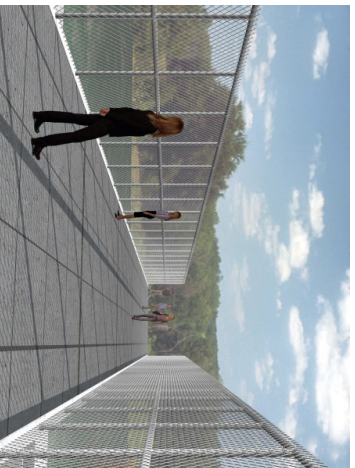


*Top, Chain Link Fence -
Concrete Tub Girder*

The concrete "tub" is a double box beam that is premanufactured and the most economical structural method for spanning over Aurora Avenue and N 155th Street. It is a common type of structure usually associated with utilitarian applications. In this case the concrete tub is provided with a fencing system known as affordable, that will meet the requirements for public safety. It is a chain link fence which provides pedestrians the necessary protection from falling off the bridge, and also provides the necessary deterrent to pedestrians throwing objects off the bridge onto the roadway for the safety of drivers below. While this scheme is the most economical, it is also the least imaginative with regard to providing Shoreline with a signature "statement" in a highly visible location.

Below left, alternate view, on the bridge.

Below right, alternate view, showing the material palette.





Top, Mesh and Glass Windows - Concrete Tub Bridge

"A premanufactured concrete "tub" is utilized in this scheme as the most economical structural method for spanning over Aurora and N 155th Street. It is a common type of structure usually associated with utilitarian applications. In this case however, the tub is provided a fencing system that is well beyond the requirements for public safety. The mesh portions of the wall system are woven wire that is overlapped, carefully detailed with perimeter framing, and highlighted by colored glass "windows". The windows are to the exterior of structure to enhance a three dimensional quality. These windows are a subtle abstraction and reference to the windows of a train car. The overall gesture is a crafted composition, intended to read as an holistic contemporary expression from a distance, and to provide a richness of detail and colored shadow patterning for pedestrians on the bridge.

Below left, alternate view, on the bridge.

Below right, alternate view, showing the material palette.



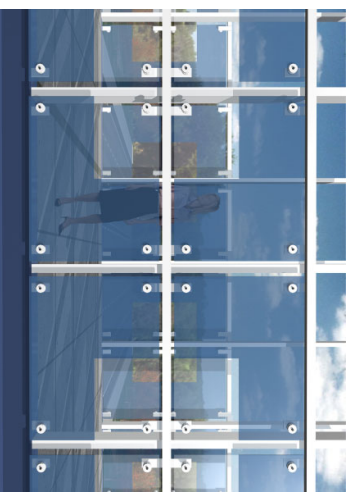


Top, Steel Arch with Colored and Clear Glass Wall - Steel Arch Bridge

The Arch Bridge concept employs a steel arch suspension truss with alternating blue and clear glass side walls. The structural arched form is respectful of historic and traditional bridge forms. Combined with the simple yet sophisticated glass wall design, the arched bridge will provide an elegant and graceful gateway gesture for the city of Shoreline that will be distinct from 1/2 mile away. The blue diffused glass will distribute light evenly for an overall glowing effect both in daylight and in the evening. Interest will be maintained for pedestrians on the bridge in a rich blue shadow garden that is open to the sky and made uplifting by the arches. Laminated glass (the same as an auto windshield) will assure safety, and will deflect highway noise away from pedestrians on the bridge.

Below left, alternate view, on the bridge.

Below right, alternate view, showing the material palette.





Top, "Mountains and Sky" with Mesh Mountains and Colored Glass Sky - Steel Truss Bridge

The Steel Truss bridge is a direct reference to historic train trestle design of the Interurban era. The simple geometry of the structure lends itself to a clarity of design that will be easily perceived on Aurora Avenue when Mountains and Sky is viewed at a long distance. The backlit blue glass "sky" elements will provide striking clarity to achieve a signature statement for the City both in natural daylight and in the evening. Detailing of the glass and mesh wall will maintain interest for pedestrians in close proximity. The Mountain and Glass Sky elements will create a bold and rich shadow pattern within the bridge. While embracing historic bridge design, the Mountains and Sky concept is also a strong recall to vistas of the Olympic and Cascade mountain ranges - natural features that relate Shoreline to its place in the Puget Sound region.

Below left, alternate view, on the bridge.

Below right, alternate, view showing the material palette.



Top, "Shoreline Trolley Wave" - Concrete Tub Girder

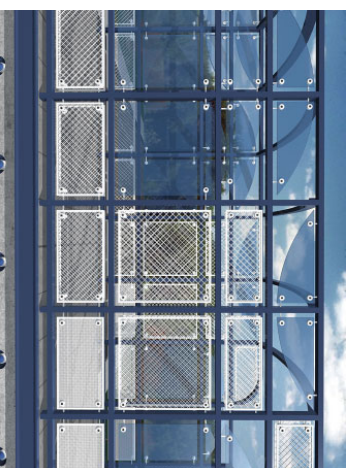
This contemporary design captures the spirit of Shoreline by referencing its history and suggesting its name, in a central, raised, wavelike gesture. With a distinctive palette of shaped blue glass, two densities of woven wire meshes, moire patterning, and spaces open-to-the-sky, this bridge windows and transitions, creating a sense of movement and pedestrian scale. The central focused facade suggests a wavelike pattern and a greenhouse. It implies the City's name, "Shoreline," creating a gateway or City entrance.

- The shaped glass panels echo trolley window patterning and cast evocative blue colored shadows.
- Focused central glass windows suggest a greenhouse and recall Shoreline's original "green thumb."
- Central wave patterning implies the name, "Shoreline," and suggests a gateway or City entrance.

In early days, Shoreline was an agricultural community, known for its orchards, farms and greenhouses. The Interurban Trolley Line helped move people and products to their destinations, bringing growth and prosperity to the region.

Below left, alternate view, on the bridge.

Below right, alternate view, showing the material palette.



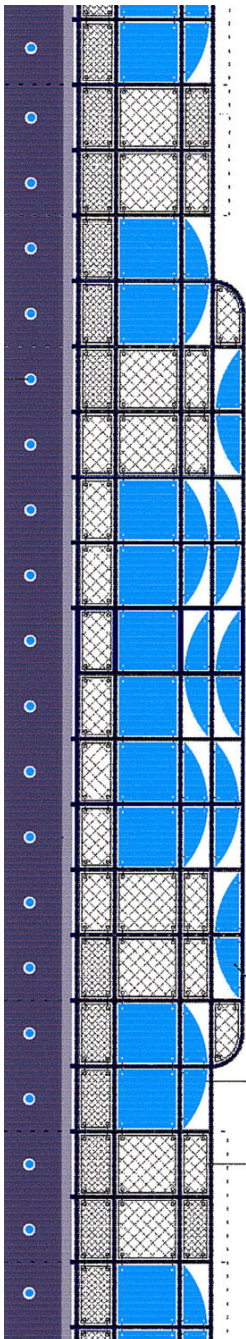


Top, an Interurban Trolley with its distinct trolley window patterning at the top edge and at the midsection of the car. The windows provide a lyrical patterning motif.

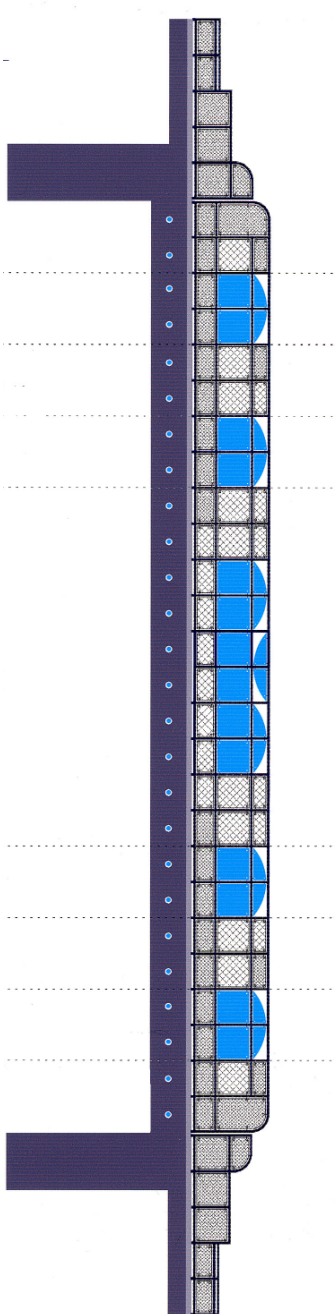
2" Square Woven Wire Mesh
Double Panel to Create Moire Pattern
Position at Inner & Outer Edges of Frame
(to create space between panels)

Blue Colored Glass
Position at Outer Edge of Frame
Illuminate "inside" Above "Window"

2.5" Gap



Bruck blue LED lights along girder face

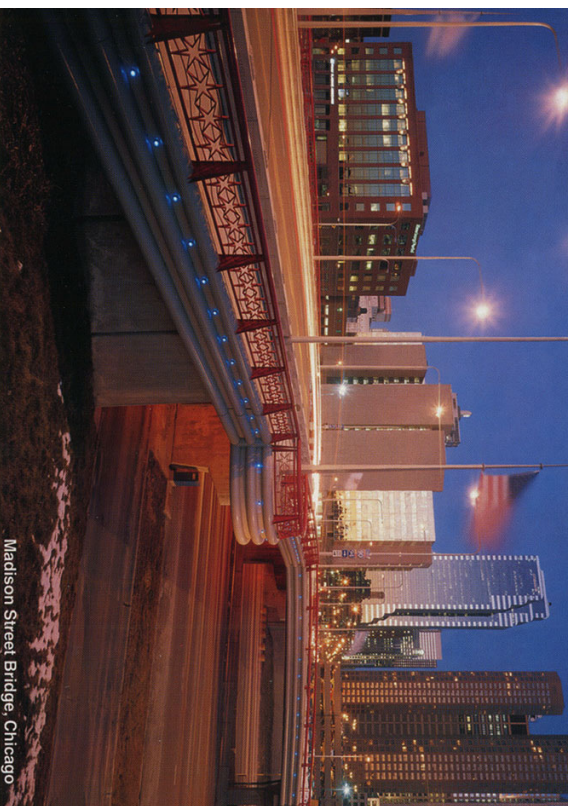


Middle, "Shoreline Trolley Wave," detail. This bridge captures the spirit of the trolley era and the Deco design era, transforming the visual elements of both to make a contemporary design that is contextual with the site and its history. The motif offers several historical references and contemporary readings, listed below:

- The first reading is the direct reference to the Interurban Line, via the trolley window patterning motif.
- The second reading is that of a greenhouse, referencing Shoreline's historic greenhouses and its agricultural roots.

- The third reading implies the name "Shoreline" through a wavelike gesture. This focused facade suggests a gateway or entrance, creating a sense of place.

Below, another variation. This variation simplifies the form to create a simpler statement. This bridge, paired with the more elaborate, "Shoreline Trolley Wave," establishes a hierarchy of bridges, with the primary statement located over Aurora Avenue, and the secondary statement located over N 15th Street.



Madison Street Bridge, Chicago

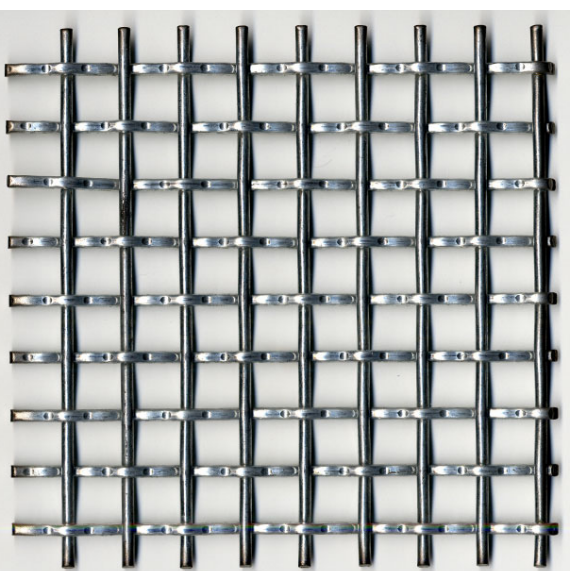


Top left, an example of the Madison Street Bridge in Chicago with Bruck AL-C blue LED lights installed across the front face of the girder. The AL-C LED fixture is a durable light designed for tough sites, offering 100,000 hours of performance. It is compact and bright, available in five colors. We recommend a blue or green fixture selected to match the colored glass selection.

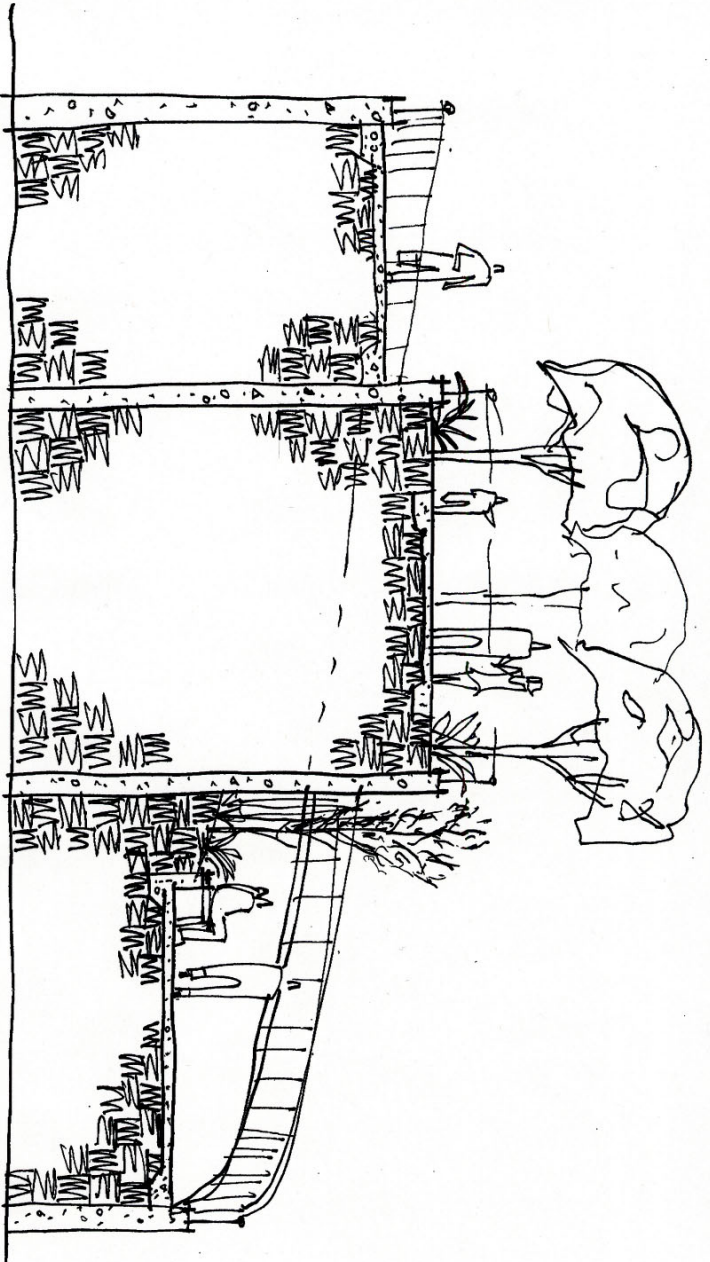
Top right, an AL-C blue LED fixture.

Below right, and AL-C green LED fixture with a different face mounting.

Below left, an example of woven wire space cloth. 1/2" mesh featured. The mesh is defined by the space between wires. This cloth comes in a variety of opening sizes. It is attractive, durable and affordable.



Left, the architect's sketch of the proposed ramp. This ramp creates an elegant ground form, with a slow curve rising in a ratio of 1:20, to provide a slow steady uninterrupted climb to the top. It features a plateau landscape, with up-lights on the trees, providing safety and a nighttime beacon. Also, this plateau landscape provides the opportunity to exit the bridge, and rest, overlook the grounds below, and then resume the journey.



PRELIM SKETCH RE: MSE WALLS
SKETCHING PHASES 4/1/04 #30444



Top left, sycamore leaf forms cast in concrete are featured at the Dexter Hill Climb Apartments, in Seattle. This application of form liners could be applied to an MSE wall system for the project ramp. Form liners are capable of reproducing patterns and textures in the concrete, as part of the standard building process. Many designs are possible. (Leaf designs by Vicki Scuri.)

Top right, another view of the Dexter Lake Union Apartments Hill Climb. Even in shadowed conditions, this 2-inch raised relief holds its own, creating a dramatic descent.



Below left, patterned MSE walls on the West Galer Flyover project, are a collaboration of CH2M Hill and Vicki Scuri Stewworks. This efficient one pattern repeat, with an offset-and-a-180-degree-rotation, creates a diagonal braid that references the marine waterfront and Immunex, a primary tenant at the site.

Below right, another view of West Galer Flyover patterned MSE walls.



MSE Pattern Work for Concrete

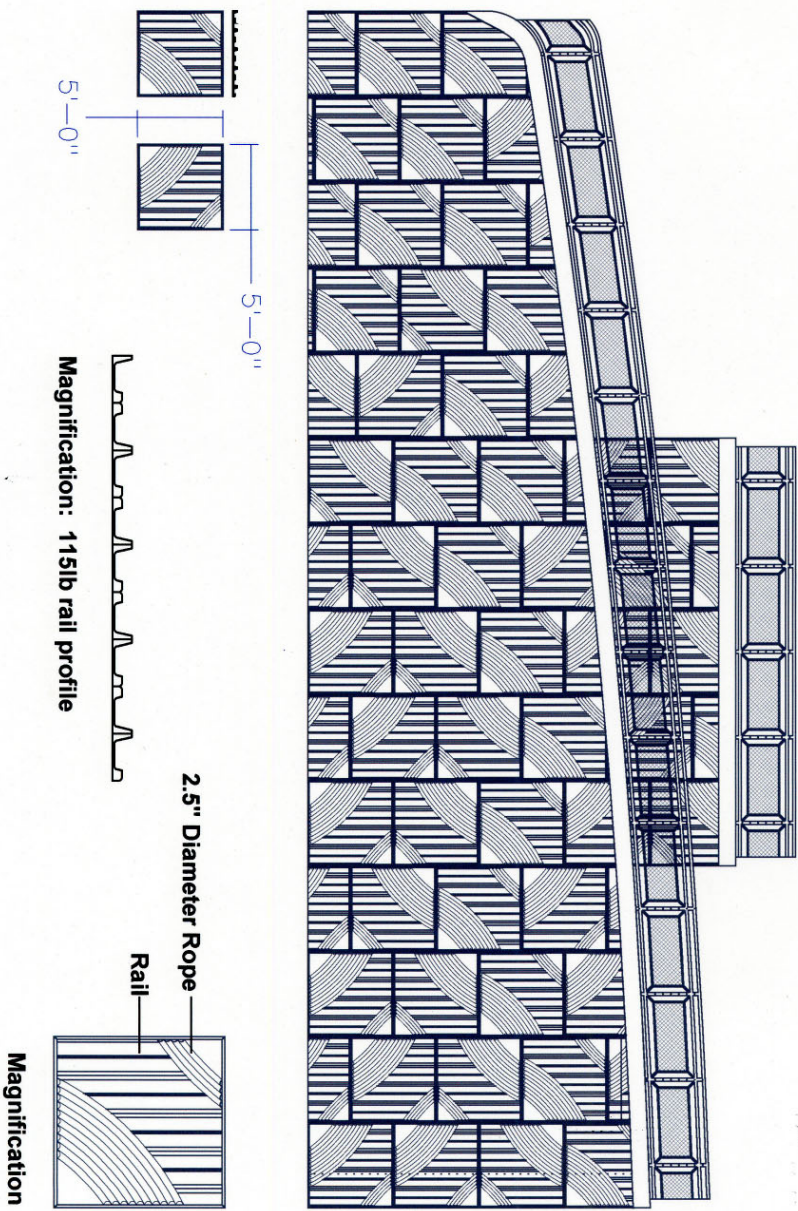
Intent: Establish Historical Reference and Local Context

References: Railroad and Shore; Maritime Influences; Water Waves

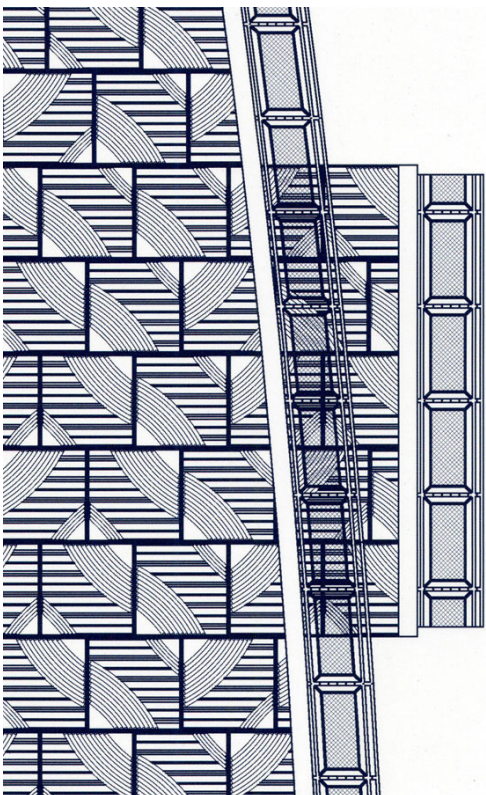
Railing:

Material: pre-galvanized 1/2" Space Cloth,color: metallic silver

Reference: Steamboat Railing



Top and bottom, this conceptual view of the bridge ramp employs an MSE pattern system, based on the profile of a 115-pound railroad rail, and 2.5-inch diameter rope. The patterning is contextual with the site and Shoreline's history, referencing Shoreline's strategic location on railroad lines and its role in supporting the Mosquito Fleet. The rail and marine theme is supported by the application and abstraction of recognizable textures, that are transformed to create a bold and flowing image. The overall height of the ramp is approximately 20-feet.



Top, a close-up of the ramp. The ramp could be planted with a supporting plant palette, suggesting a marine theme. This palette could include ornamental grasses and vines like Boston Ivy that provide seasonal color and interest, providing movement and an organic counterpoint to the rationalized pattern system.

The featured railing references the mesh railing of many Mosquito Fleet Steamers. Also, it is fabricated from the same mesh that is proposed for the bridge.

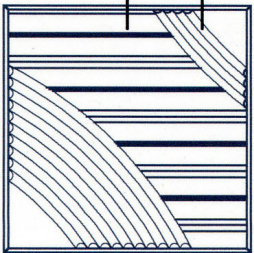
Bottom, magnifications of the railroad rail texture and the basic form liner unit. This pattern motif requires two master molds: an original and its mirror. These units are pattern mapped to create a variety of designs, that humanize the scale of the ramp and deter graffiti by introducing a heavily textured surface.



Magnification: 115lb rail profile

2.5" Diameter Rope

Rail



Magnification



Top left, the Seattle Street Project, located in north Seattle, on 2nd Avenue NW between 113th and 120th Streets, is an excellent example of perennial and native plant materials established along a drainage system. It reads as an attractive landscape. This street features a series of connected shallow drainage basins, that are both wet and dry, with a low maintenance (primarily) native plant palette. The plants require minimal maintenance and they provide seasonal interest throughout the year.



Top right, redtwig dogwood. This hardy native has an attractive glowing red bark with leaves that turn golden yellow in autumn. Heavy pruning enhances the red intensity of the bark, creating a stunning winter statement, even after all of the leaves have fallen. It is a showy, upright plant that is very suited to the drainage conditions of the furrows.

Below left, the Seattle Street Project transforms a standard "straight" street into a curvilinear journey with green buffers of plants and shrubs between vehicles and pedestrians. It presents and excellent model with similar conditions as the site of our proposed pedestrian link.



Below right, strawberry groundcover. In our site, the addition of strawberry groundcover could be a contextual reference to the strawberry fields of Shoreline's agricultural heritage.





Top left, this is one example of a seasonally wet/dry drainage furrow. It features beach rock, and a variety of low maintenance plant materials.

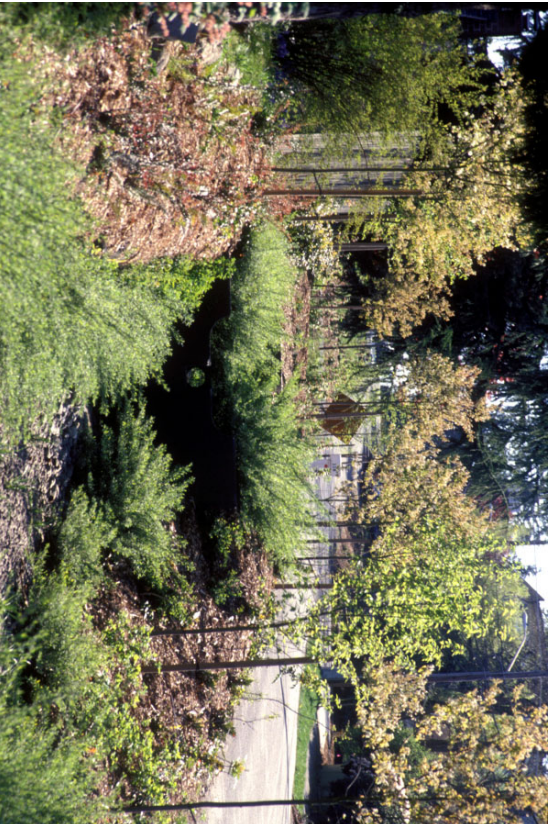
Top right, this is an example of the drainage conditions currently on our site. These furrows do not offer amenity. They could be transformed to follow the Seattle Streetscape model.



Below left, here is another example of an attractive drainage solution, featuring small ornamental trees and wispy green plant materials en masse that suggest the look of water. This type of approach is appropriate for our site. In the right-of-way, there exists an opportunity to create a restorative green landscape that supports the drainage requirements of the site, while creating an attractive amenity and buffer zone for pedestrians and drivers alike. This area could become an identity landscape and landmark.



Below right, a functional drainage grate. Drainage grates offer the possibility of functional art. This presents another possibility for placemaking, perhaps by introducing farm produce imagery on the drainage grates.





Top left, managed parking mitigates parking sprawl and establishes a sense of place for vehicles and pedestrians. At the Seattle Street Project, parking is organized into small clusters that are interspersed along the street. This allows for more planting areas, a curved street and pedestrian pathways that are car-free.



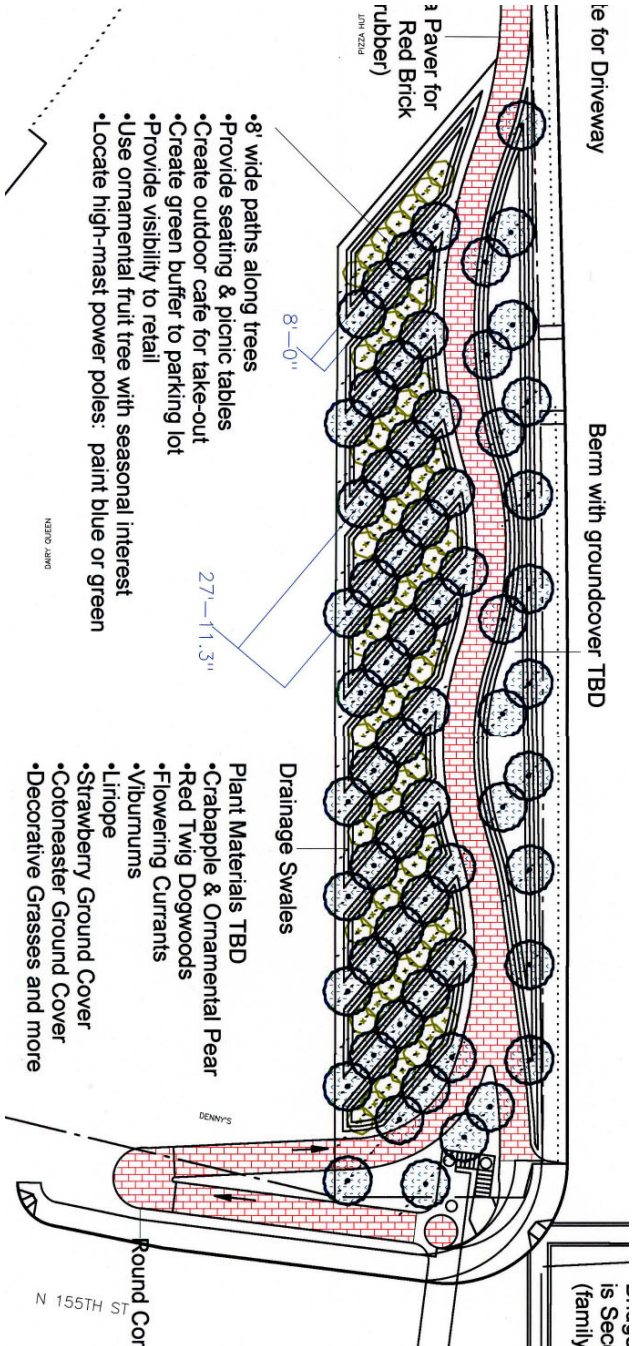
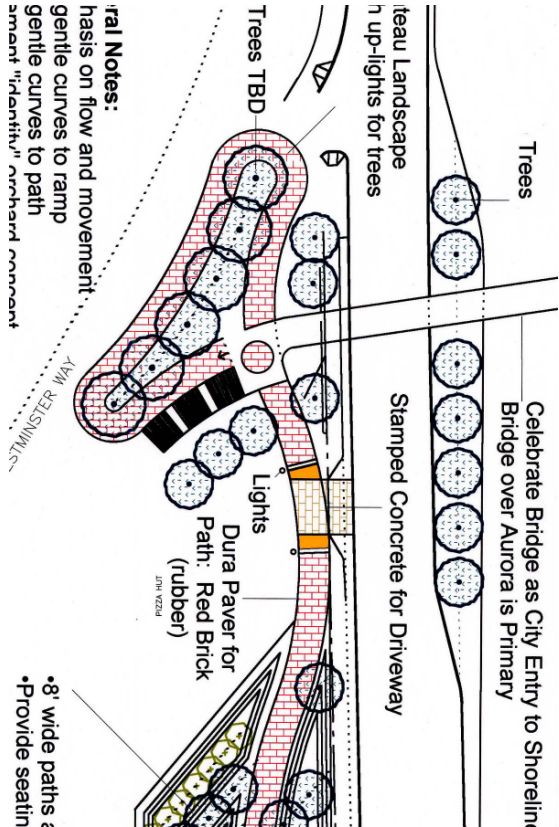
Top right, by comparison, the parking lot adjacent to our project site is best described as sprawling. There is scant greening and little consideration for pedestrians. This area could greatly benefit from a parking study.

Bottom left, the berm adjacent to the sidewalk at Ronald Bog provides a buffer between the street traffic and the park.



Bottom right, from within the park, only the tops of vans and large trucks are visible. Smaller vehicles are hidden by the berm, that also serves as a sound buffer. Our project could benefit from a low bermed edge along Aurora Avenue, providing a visual buffer to the traffic. This bermed edge could be planted with trees, shrubs, ornamental grasses and groundcovers, to create a strong visual statement.

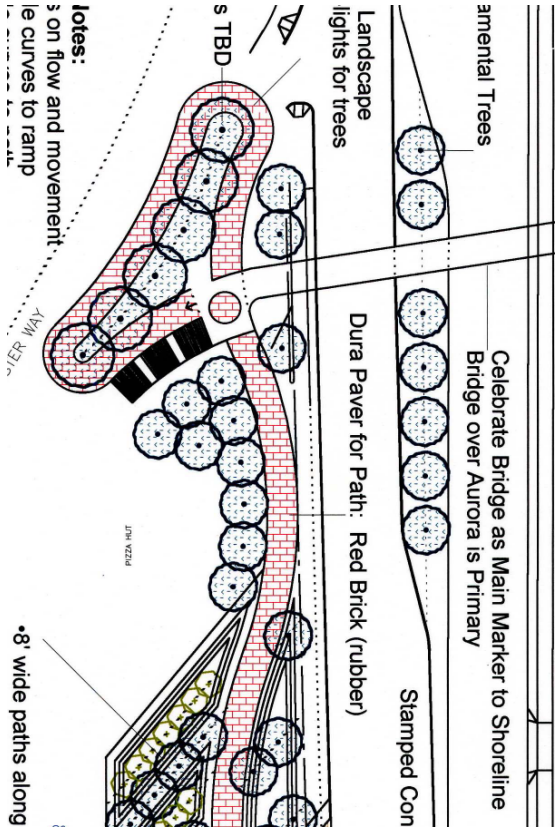




Top left, a plan view of bridge crossing, median, ramp and path. (Option A, shows the existing Pizza Hut driveway, which may be relocated: Option B.) Our project offers the possibility of enhanced landscaping. Trees may be planted along the trail leading to the bridge, along the median, within the ramp plateau landscape and along the right-of-way, suggesting an orchard. This significant addition of trees would greatly enhance the experience of pedestrians and of those driving along Aurora Avenue. It could become a "City Landmark," supporting the Interurban Trail Bridge crossings, and marking the City's Entry.

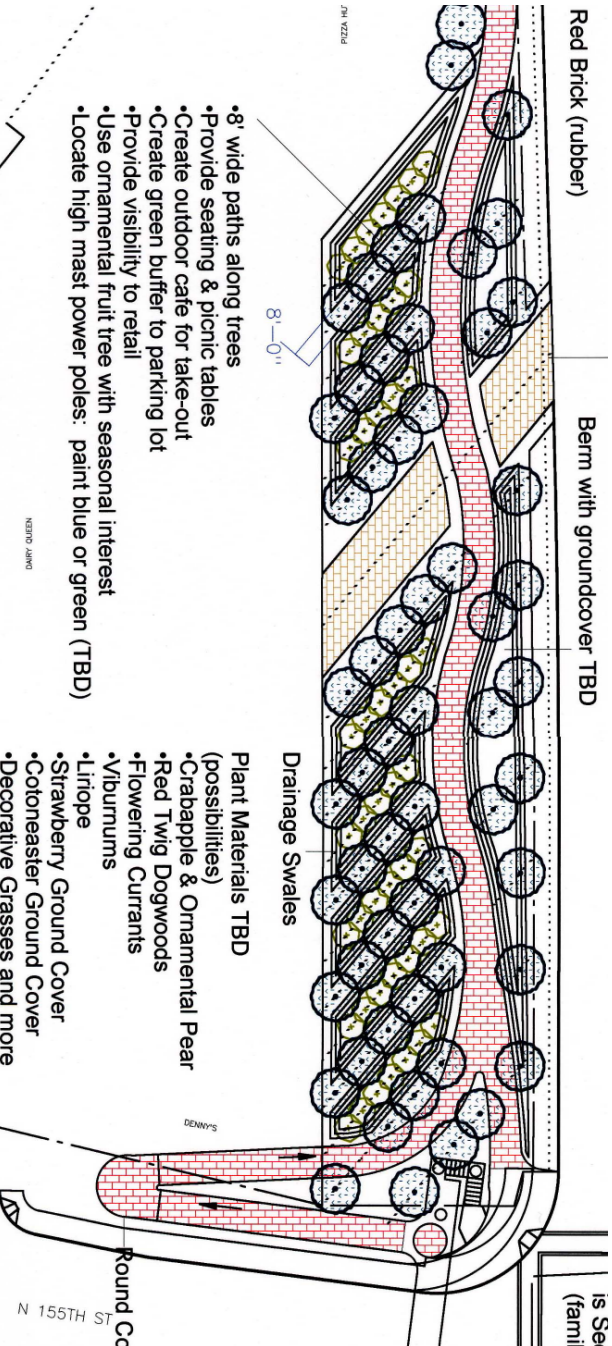
Top right, Shoreline was once a farming community. Local farmers raised chickens, hogs and a variety of produce. Orchards were a common sight. This remnant orchard, remaining in Carkeek Park, suggests what Shoreline's orchard's might have looked liked fifty or more years ago when they were cut from the forest.

Below, this plan view of the pedestrian link between bridges, depicts the Interurban Trail gently curving along a low berm (street side) and along an array of trees with shallow drainage swales (parking lot side). This landscape offers a reference to Shoreline's orchards. Aurora Avenue was once a narrow road bordered by small cottages, gardens and orchards. This plan could be developed to include benches, picnic tables and kiosks that are managed by local vendors. This could become an "outdoor" cafe.

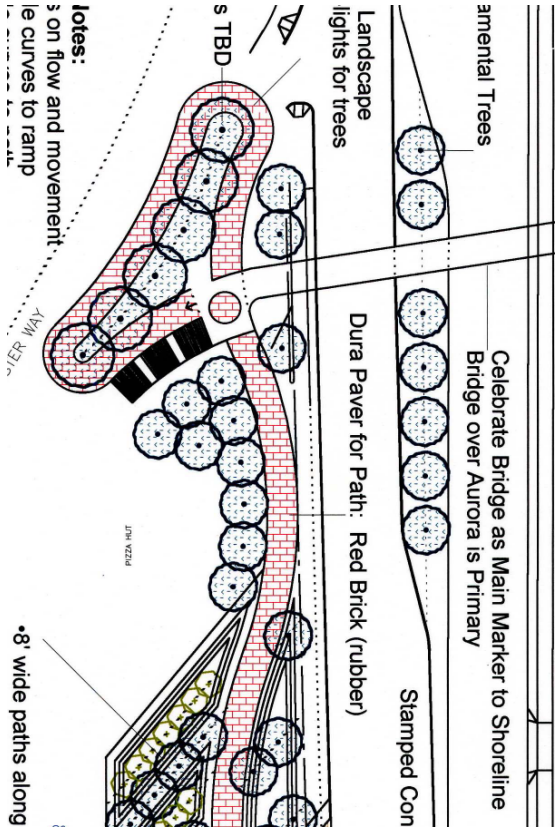


Top left, plan view of bridge crossing, median, ramp and path. Option B moves the Pizza Hut driveway further south of the bridge. This allows for greater safety along the Interurban Trail for pedestrians, bicyclists and drivers alike. It increases visibility at the ramp and at the driveway. This is the preferred option for locating a driveway if one is required.

Top right, The Northgate Park-and-Ride provides an excellent model for the integration of trees, pedestrian paths and vehicular traffic. This community inspired Sound Transit Project raises the level of expectation for a park and ride. It delivers a strong image and provides a refreshing experience for the users of this facility. The density and the variety of trees suggests an "urban forest." Throughout the year, this landscaped parking lot is interesting and inviting. It provides a strong contrast to Northgate Mall's barren asphalt parking lots which are nearby, across the street. (The landscape architect for this project is Barbara Oakrock, with artist Cris Bruch.)



Below, Option B, the plan view illustrated below, shows a new location for the Pizza Hut driveway. Integrating the driveway within the orchard grid, it slices through the park and connects Aurora Avenue to parking and retail. To promote a safe crossing, the driveway is a different color and texture from the Interurban Trail. Perhaps pedestrian lighting should be introduced at this crossing to promote greater visibility and safety.

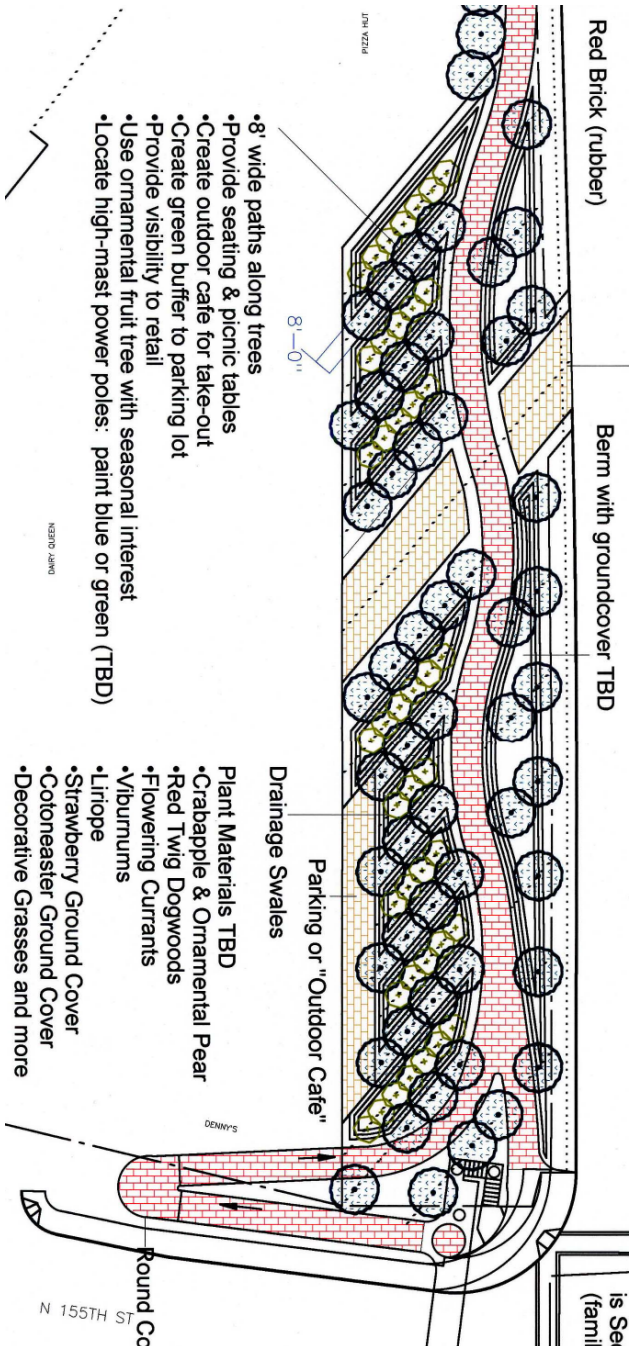


Top left, plan of bridge crossing, median, ramp and path.

Top right, an example of managed parking, from the Seattle Street Project. Here the concrete border and diagonal parking integrates with the landscape and streetscape patterning. This example may be applicable to the Denny's site, where a parking strip abuts the orchard.

Below: Option C, is illustrated by the site plan of the Interurban Trail Orchard with a parking or picnic area cut into the lower right near Denny's Restaurant. This parking area is shown as a stamped concrete pattern, implying a dual function as a picnic space or a parking area. Edges and surface treatments are important here in order to mitigate the sense of parking intruding into the site. Ideally, Denny's parking stalls would be relocated to another area outside of our project site. Relocating the parking requires further study.

As Aurora Avenue has few open-space opportunities for significant greening, this "identity orchard" offers a great amenity to the street and to the adjacent retail area. It could function as a picnic area or a walking course for people who work, shop or who happen upon this area. Also, it creates a landmark, announcing the City entry.





Top left, apple blossoms. The grace, serenity, and beauty offered by flowering trees of an orchard would be a positive addition to the City Light right-of-way site and the Interurban Trail Shoreline Bridges Project. While this orchard may be more symbolic than replicating an historic orchard, its connection to history and its contribution to the site and to the surrounding area would not be unnoticed.



Top right, an apple tree at the remnant Carkeek Orchard. While the trees selected for the Interurban Trail Orchard may differ from those of the original Shoreline farms, it is the addition of so many trees, their beauty, their repose and their historic context that is important here. The orchard is a gesture that connects the present to its past, and offers a perspective for viewing the future. It presents a way at looking at infrastructure and our place in the landscape as more compatible holistic systems. An orchard, like a bridge is a human-made intervention. May these manifestations be holistic gestures connecting our built works to our landscapes to the people they serve, creating places that enhance the health and well-being our culture.



Below left, a successful example of parking, trees and transportation at Northgate Park-and-Ride.

Below right, at Northgate Park-and-Ride, "on the right path."



appendix



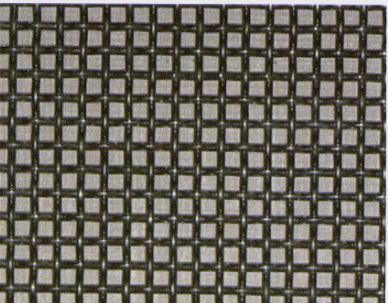
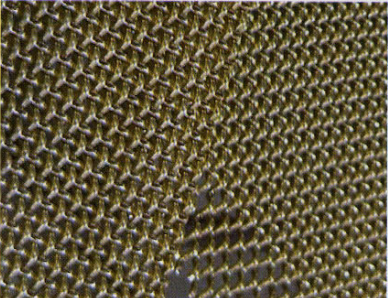
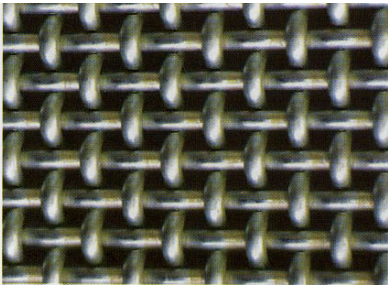
Product Materials

Left, proposed the Western Group product line.

Woven Wire

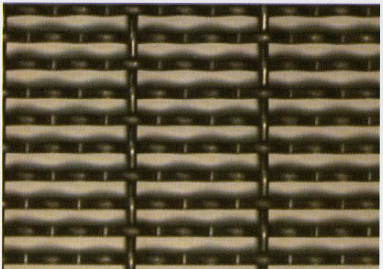
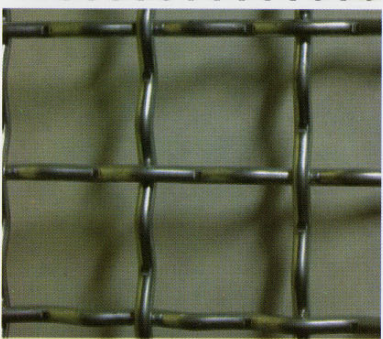
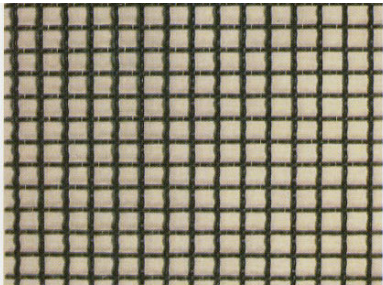
Over/Under

The nature of the Over/Under design is simple and industrial. Its modern design is open to multiple uses and adaptable to many applications.



Sound Waves

The Sound Waves design offers the advantages of more open space and a tendency to catch and reflect light off its multiple facets. This highly decorative material fits well into many rail fill applications.



ORION SERIES LED

Left, proposed Bruck Lighting:
Orion AL-C product line.



Bruck has incorporated the highest quality, hand picked LED's available in the market place to produce several lamps, each with a smart IC Board to handle various voltages. These lamps can be used as stand alone or can replace existing light bulbs to enhance visibility and add color. Each lamp with 100,000 hours of life will virtually eliminate bulb replacement and has high resistance to shock and vibration.



BRUCK
LIGHTING SYSTEMS

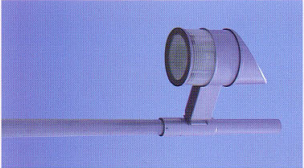
3505-L5 Cadillac Ave Costa Mesa CA 92626 PH: 714-424-0500 FAX: 714-424-0505 info @brucklightingsystems.com www.brucklightingsystems.com

MTR

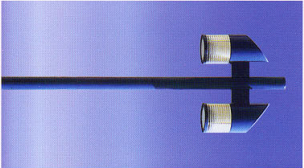
MTR - Multi Prisms for Total Reflection

From the roadway scale MTR 360 to the slim and sleekly MTR 90 Bollard, MTR system luminaires are designed for a wide variety of projects. Specify MTR systems to illuminate pedestrian and landscaped areas, roadways and parking lots with comfortable, low glare light and excellent distribution.

Left, proposed Selux Lighting MTR product line.



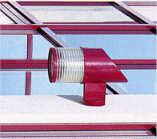
MTR 360 (MTR14)



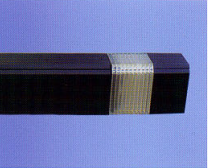
MTR 200 (MTR08)



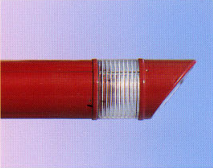
MTR 360 Wall (MTR200-W)



MTR 200 Wall (MTR200-W)



MTR Bollard (BTM)



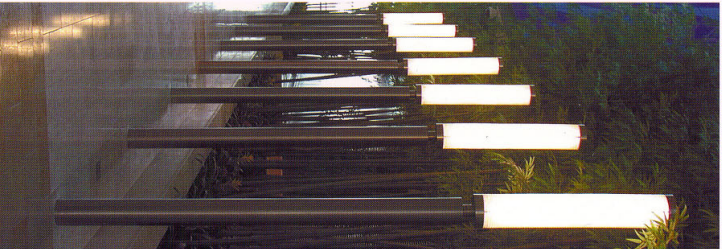
MTR Bollard (BRM)



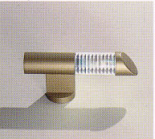
MTR Bollard Wall (BTM-W)



MTR 90 Bollard (B90)



MTR Column (MTRs)



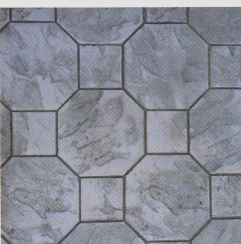
MTR 90 Wall (W90)

Left, proposed Scofield product line.

since 1915.



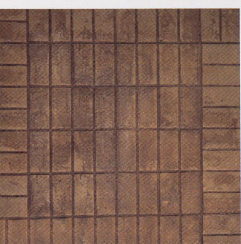
35 Used Brick-Herringbone Pattern



36 Fractured Stone-Octagon and Square Pattern



37 Stone Tile-Stacked Bond Pattern



38 New Brick-Stacked Bond Pattern with Border

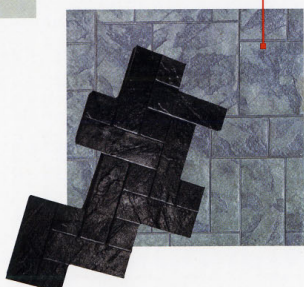
CHANGING
THE WAY THE
WORLD LOOKS
AT CONCRETE™



embossing skin



imprinted
pattern



custom tools

